

**MINUTES**  
**Wasatch Front Regional Council**  
**Meeting of November 18, 2004**

Commissioner Burton called the meeting of the Wasatch Front Regional Council to order at 3:00 p.m. in the Regional Council offices at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

**Members Present**

Ken Bischoff	Commissioner, Weber County
Glen H. Burton, Chair	Commissioner, Weber County
Dave Connors	Mayor, Farmington
Michael J. Cragun	Commissioner, Davis County
George Garwood, Jr.	Mayor, South Ogden / ULCT
Matthew Godfrey	Mayor, Ogden
Daniel B. Hancock	Councilman, Morgan County
Michael H. Jensen	Councilman, Salt Lake County
Dennis Nordfelt	Mayor, West Valley City
Carol Page	Commissioner, Davis County
JoAnn B. Seghini	Mayor, Midvale
Jerry Stevenson	Mayor, Layton

**Members Not Present**

Ross C. Anderson	Mayor, Salt Lake City
Janice Auger	Mayor, Taylorsville
Tom Dolan	Mayor, Sandy
Robert Grow	Representative, Envision Utah
Dannie R. McConkie	Representative, UAC / Alternate
Kent Money	Mayor, South Jordan
Fred Oates	Mayor, Harrisville
Charlie Roberts	Mayor, Tooele
Alan Dayton	Mayor, Salt Lake County

**Alternate Members Present**

Wes Losser	Mayor, South Salt Lake
Darrell H. Smith	Mayor, Draper

### **Press Present**

Lisa Roskelley                      Standard Examiner

### **Others Present**

Steven C. Avis	Hansen, Barnett and Maxwell
Loveit Baumgardner	WFRC Staff
Ed Blaney	WFRC Staff
Chuck Chappell	WFRC Staff
Scott Festin	WFRC Staff
Mary L. Taylor	Representing Senator Hatch
Doug Hattery	WFRC Staff
Cheryl Heyning	DEQ
John Hiskey	Sandy City
Rick McKeague III	DAQ
Glenn J. Mecham	Representing Senator Bennett
John Njord	UDOT
George Ramjoue	WFRC Staff
Mike Swallow	Personnel Management Systems
Eloise Thomson	WFRC Staff
Ben Wuthrich	WFRC Staff

### **Consent Agenda**

*Approval of minutes of the WFRC meeting of September 30, 2004, minutes of the joint WFRC/MAG meeting of October 26, 2004, and the financial statement and check register for September, 2004:* Councilman Michael Jensen moved that the items listed under the consent agenda be approved as presented in the informational packets distributed with the agenda. His motion was seconded by Commissioner Bischoff and adopted unanimously.

### **Chairman's Report**

Without objection, Commissioner Burton postponed his report until a later time in the meeting.

### **Budget Committee Report**

**Annual Audit:** Councilman Jensen, Chair of the Budget Committee, commented that copies of the annual audit report had been sent to each member with the meeting packet. The WFRC Budget Committee had met with the auditors on November 8, 2004 to review the findings. He said the auditors, the firm of Hansen, Barnett and Maxwell, have issued an "unqualified opinion with no reportable conditions, no instances of non-compliance and no audit findings." He expressed appreciation for the personal contacts from the auditors asking him what committee members were concerned about and for other input he might wish to provide for the audit. He added that Mr. Steven Avis was present to respond to questions.

At this point, Councilman Jensen moved that the audit be accepted. His motion was seconded by Commissioner Cragun and adopted unanimously.

**Action to Amend the budget for FY05:** Councilman Jensen commented that the WFRC had been offered \$30,000 in funding to assist Tooele City, Grantsville City, and Tooele County with transportation planning for the Tooele Valley. A voluntary, advisory rural planning organization (RPO) has been established to create a more structured transportation planning process. The principle products anticipated from this process are a long range transportation plan, a list of priorities, and a forum for public participation. The RPO is expected to continue beyond this fiscal year. He said UDOT feels a more formal process should help transportation priorities in the Valley emerge more smoothly through the planning process and with good public support. He recommended acceptance of the funding and the amendment of the work program to accommodate the Tooele County project.

Mayor Nordfelt said this was the first time he could remember an amendment to increase the budget in this manner. Chuck Chappell expressed appreciation to UDOT for recognizing the need in Tooele and using the WFRC as the mechanism to carry out the project.

Councilman Jensen moved that the WFRC budget and work program for FY2005 be amended to accommodate the Tooele area project as noted above. His motion was seconded by Commissioner Cragun and approved unanimously.

Councilman Jensen commented that the Utah Transit Authority (UTA) has offered \$40,000 in funding to the WFRC to hire a consultant for the 2005 session of the Legislature. The objective would be to work for legislative approval of funding mechanisms proposed in the joint WFRC/MAG funding resolution. The consultant would find a sponsor, keep tabs on legislation, generally promote the joint resolution, keep Council members informed, and notify Council members when to contact their representatives in support of the joint resolution. A Council committee of elected officials should be appointed to select and direct the activities of the consultant.

He added that the Budget Committee recommends that the money be accepted, that the Budget and Work Program for FY2005 be amended to include the funding of a legislative consultant to accomplish the tasks noted above and that the Regional Council appoint a committee to oversee this work.

Mayor Nordfelt moved that the recommendations of the Budget Committee regarding the acquisition of a legislative consultant and the establishment of a committee to oversee this work (as outlined above) be approved. His motion was seconded by Councilman Jensen.

In the discussion that followed, it was noted that the Transportation Task Force created by the Legislature has basically finished its work and has presented proposals to its parent legislative interim committees. The proposals have not been greeted with enthusiasm. The Legislature is being asked to not only increase the Fuel Tax, but to grant additional taxation authority to local governments and to appropriate hundreds of millions of dollars from the General Fund over the next several years. In response to a question from Mayor Smith, Mr. Chappell commented that the lobbyist would only work for the WFRC. He said it was apparent that Craig Peterson would be representing the interest of the Mountainland Association of Governments (MAG) which largely mirror those of the WFRC. Mayor Seghini said that without the aid of a lobbyist, communities will get nothing this session from the Legislature. There are

too many competing interests. This will especially be true if local government officials disagree. She said who ever is chosen to represent the WFRC must be very compatible with the person or persons representing MAG. They must, in fact, work together. Mayor Smith said that as a member of both the WFRC and MAG (Draper includes a portion of Utah County) he would help to assure that close cooperation continues. Commissioner Burton suggested that the lobbyist also work with other local government representatives to ensure that the B & C funding process is protected.

At this point, Mayor Nordfelt's motion was adopted unanimously.

Regional Council members next discussed how the "select and direct" committee called for in the budget committee recommendation and established by the motion they had just adopted, should be constituted and charged. It was agreed that the new committee should be linked - if only through interlocking memberships - with the (Transportation) Finance Committee. After discussion it was agreed that the new committee would consist of Mayor Dolan, Commissioner McConkie, Commissioner Bischoff and Councilman Jensen. Chuck Chappell was also appointed to the Committee with Sam Klemm as his alternate. A motion by Mayor Nordfelt to constitute the committee as noted above was seconded by Commissioner Cragun and approved unanimously.

Regional Council members next discussed specific duties of the committee and lobbyists. The following understandings emerged from this discussion:

- (1) In the words of Mayor Seghini: "Just because a lobbyist has been hired, local elected officials should not 'take the session off' in terms of the transportation objectives. They should expect to do much of the 'heavy lifting' during the session".
- (2) The committee seated by the WFRC to guide the work of the lobbyist will serve as the selection committee for the lobbyist;
- (3) The person hired as the lobbyist will organize representation of transportation objectives before legislative committees, but not do the representation themselves;
- (4) The contract should say "up to" \$40,000 for the lobbyist;
- (5) The lobbyist will pursue funding for both highway and transit projects;
- (6) The major work of the contract for the lobbyist will be during the General Session;
- (7) The lobbyist, with input from Regional Council members and staff, should be as selective as possible in finding effective chief sponsors for legislation that will create the financial mechanism needed for the **2030 Transportation Plan**;
- (8) Mr. Chappell and Mr. Klemm are not registered lobbyist. However, they will be heavily involved in organizing presentations to the legislators and contracting local government officials about pending decisions;

(9) While the WFRC and MAG have adopted a joint resolution outlining joint understandings, there may be a few areas where interests diverge. The lobbyist is to work for unity wherever possible while recognizing that there may be a difference in emphasis.

**Area Coordinator Compensation:** Councilman Jensen commented that Chapter III of the compensation plan allows for certain employees of the Regional Council to be designated as “Area Coordinators.” He said that as a result of this designation they may receive additional compensation for duties specific to that position. Special compensation would, of course, cease should the person designated as an Area Coordinator stop functioning in that role. He said that Mr. Chappell had reorganized the staff into components headed by Area Coordinators and was seeking Council approval to implement this provision of the compensation plan. He said the Budget Committee had reviewed this matter and was prepared to recommend that the Regional Council amend the personnel policy to allow salary adjustments for Area Coordinators. His motion to this effect was seconded by Mayor Seghini and adopted unanimously.

**Council Salary Grades and Ranges:** Councilman Jensen commented that it has been nearly seven years since the Council reviewed its staff job descriptions and salary structure. Earlier this year, staff was directed by the Council to commission a new review and survey to reflect current organizational changes and market competitiveness. Personnel Management Systems, represented by Mike Swallow, was selected to do this work. A summary of the results of that survey was included in the meeting packet. Councilman Jensen said the Budget Committee had reviewed and discussed the survey at its meeting held November 8<sup>th</sup>, and was prepared to recommend that the Council adjust its pay grades and ranges as recommended by the salary survey.

In further explaining the proposed changes in salary grades and ranges, Mr. Chappell said the chart in the packet displaying current and proposed salaries represented an extensive salary survey. He introduced Mike Swallow and explained how new job descriptions combined with the salary survey was used to recommend the new salary ranges. He said that the salary survey supported leveling the salaries of engineers and planning staffs. The new system equalizes compensation. However, because some employees, and especially those in engineering positions have been with the WFRC for some time (or were hired at a salary level higher than the new range) it has been proposed that the new pay scale include a “Temporary Proposed high” category to accommodate these “exceptions to the rule”. The proposed temporary high would not increase over time, even for COLA. He said an additional salary survey in a few years could alter the ranges and make questions about temporary highs moot.

Mayor Connors asked if an employee who was being paid at the temporary high rate left their position, would there be any reason to keep the temporary high rate for their position. Mr. Chappell replied that there was, but the new employee would probably not get to that part of the pay range for some time. Commissioner Page asked why, if an employee (engineer) being paid at the temporary high rate left, a replacement would not be paid a salary within the proposed formal range. Mr. Chappell said there was a good possibility that this would occur, but having the temporary high rate gives him flexibility in acquiring the type of very specialized and skilled employees he needs for some of the positions. Mayor Connors said he disagreed and suggested that the new system go into effect and be adjusted, as needed.

Mr. Swallow said there were good reasons to retain temporary highs in the pay scale, mainly having to do with the ability to attract people to jobs that are hard to fill. He said that over time, increases affecting the ranges would eventually eliminate the differences in the formal wage scale and the temporary high.

Mayor Losser said that the term “temporary” implies an eventual end. In response to a question from Mayor Smith, Mr. Chappell said if he was called and asked what the salary range was for an engineering position, the answer would include the temporary high. In response to a question, Mr. Swallow commented on the jurisdictions, both local and out of state, consulted for the salary survey.

Councilman Jensen moved adoption of the new pay grades and ranges for Council employees including the temporary highs for current employees. Secondly, he moved that when employees being paid at the temporary high range of the scale retire or leave, the top salary available for their position returns to the high in the formal pay scale. Third, he moved that in filling a vacancy, if the Executive Director needs to offer compensation beyond the high range in the formal salary scale, that a request for a waiver be brought before the Regional Council for approval. Commissioner Page seconded the motion.

In further discussing the motion, Mayor Connor asked why the temporary high ranges could not be included in the pay grades and ranges. Mr. Chappell replied that it was to provide the flexibility he needs for the WFRC to stay competitive in securing highly qualified employees. In reply to Mayor Connors further inquiry regarding the current state of the employment market, Mr. Chappell said he was concerned that the salary survey had lowered the top range of the pay scale for engineering positions. These are vital roles at the Regional Council and he needs to attract the most talented people he can find.

At this point, Commissioner Burton asked members to vote on the motion put forward by Councilman Jensen. The motion was adopted with Mayor Nordfelt voting in opposition. He said that employees in similar positions need to be in the same pay grade.

***Request for Increase in local Matching Funds:*** Councilman Jensen noted that on October 21, 2004 a letter was sent to each member county requesting that its governing body consider a 5% increase in WFRC FY05 contributions to meet the Council’s federal fund matching fund requirement. Council staff would like to discuss additional options for local matching requirements for federal funding with each of the counties. It was noted that even with a five percent increase in the local matching funds, well over 90% of the Regional Council’s base funding will be derived from federal sources. (The Salt Lake County Council of Governments voted to endorse the requested increase in local matching funds at its November 8, 2004 meeting.)

### **Regional Growth Committee (RGC) Report**

Mayor Connors commented that the RGC had met earlier in the day to review its mandate and to receive reports on the planning efforts for which it is responsible. He said the RGC is going about its work in a very open but careful manner. The Committee is trying to involve as many people as possible in the process and much of what it is doing at present can be considered as “out reach”. He likened the process to “making sausage”, but assured Council members that a good planning product will emerge as the process matures.

Mayor Connors commented that the RGC has “metamorphosed” into a steering committee to oversee the **Wasatch Choices 2040 Visioning Process**. It has adopted a list of “Keys to Success” to both guide the process and to literally judge the success of the project. (The list of keys to success are included as an attachment.) Mayor Connors said the RGC had also discussed “ingredients” to guide public workshops to be held early in 2005. “Ingredients” will supercede the regional growth “principles” identified earlier

in the process. Mayor Connors expressed the hope that all communities would cooperate in the 2040 endeavor.

### **Report on City Visits**

Mayor Connors commented that WFRC and Envision Utah staff members had already made some of the visits with elected officials and planners called for in the study outline. Many more visits are scheduled through the period leading up to the holidays and beyond. Mayor Connors asked regional Council members in attendance to encourage members of their own governing bodies and staff to cooperate in the planning effort.

### **Long Range Finance Committee**

**Report on Legislative Action:** Speaking on behalf of Mayor Dolan, Mr. Chappell commented that Lane Beattie, President of the Salt Lake Chamber of Commerce, had given a very supportive speech to the Envision Utah steering group about the need to improve the urban highway and transit transportation systems. Mr. Chappell encouraged members to attend the mobility summit that was to be held on December 15<sup>th</sup> in the Little America Hotel in Salt Lake City. The Summit is being primarily sponsored by the Chamber of Commerce.

Mr. Chappell said that on October 27, Mayor Tom Dolan, representing the WFRC, and Mayor Fritz Boyer, representing the Mountainland Association of Governments presented the joint Resolution on transportation planning (adopted October 26<sup>th</sup>) to the Legislative Transportation Planning Task Force. At their last meeting (held November 5<sup>th</sup>), the Task Force adopted 3 proposed bills and a final report. These documents were presented, in turn, to the Legislature's Interim Committee on Transportation on November 10<sup>th</sup>. Mr. Chappell said the report and three bills are "close" but not totally consistent with the principles and recommendations in the joint resolution. In fact, the Task Force did not recommend a gas tax increase (as legislation). This is one reason for acquiring the services of a lobbyist for the 2005 General Session. It was noted that copies of the Task Force Report were distributed with the meeting packet. The three proposed bills are designated as "Local Corridor Preservation Funding"; "Transportation Amendments and Highway Jurisdictional Transfer Task Force"; and "Transportation Investment Act."

Mr. Chappell said that the WFRC has been retooling its approach to the Legislators by further emphasizing the transportation projects that are required to meet the needs of 2015; rather than the full package required for 2030. The 2015 format is easier to grasp. He said the WFRC is drafting a brochure to go with a map of needed projects. He then distributed the maps. Mayor Connors pointed out an error in the maps (that will be rectified prior to its official release).

Mr. Chappell further explained the "short list" of multi-modal projects, noting that they are all projects the Regional Growth Committee has discussed. He said the brochure will show that congestion will still be an issue even with additional investments. Mr. Chappell once more encouraged WFRC members to support the legislative proposals embedded in the Task Force report and WFRC/MAG Resolution on transportation funding.

### **Transportation Committee Report**

***Action on requests for additional Surface Transportation Program and Congestion Mitigation/Air Quality funds:*** Mayor Nordfelt said two requests have been submitted for additional funding for projects on the Surface Transportation Program (STP) and the Congestion Mitigation/Air Quality (CMAQ) program. He asked Ben Wuthrich to present the requests.

Mr. Wuthrich said that the Draper City request for \$8,454 came in response of the need to supplement the already-completed environmental work in order to acquire additional right of way for the project. This additional right-of-way would allow the project to proceed without the need of constructing retaining walls which would be required by UTA if the project remained in the narrow original alignment. By avoiding the need to construct the retaining walls, the realignment will allow the project to be constructed within the original project cost estimate.

Mr. Wuthrich reminded members that current WFRC policy states that a project sponsor be responsible for all costs incurred on a federally funded project up through and including the approval of the environmental document. However, on occasion WFRC has allowed federal funds to participate in the environmental documentation.

The original environmental documents were completed and paid for by Draper City. It was only after the identification of the project costs savings that Draper City requested assistance with the supplemental documentation costs. This request will have no impact on other projects or the overall program.

The Salt Lake Technical Committee recommended that Trans Com urge the Regional Council to approve the request for \$8,454 of the CMAQ federal funds already programmed for this project be used for the supplemental environmental work on the Porter Rockwell Trail. Trans Com, in turn, reviewed the recommendations from the Salt Lake Area Transportation Technical Committee on October 14 and recommended that the project receive the requested additional funding.

At this point, Mayor Nordfelt moved that the funding request submitted by Draper City be approved. His motion was seconded by Commissioner Bischoff and adopted unanimously.

Regarding the second request, Mr. Wuthrich said that UDOT, Region 1, has requested that the WFRC allow UDOT to use \$200,000 of the Ogden/ Layton Urbanized Area Surface Transportation Program (STP) funds already programmed for the 500 South project in West Bountiful. The current 500 South project from I-15 to 1100 West is Phase I of a multi-phase project, programmed to receive \$1,789,000 in FY2004 and \$5,789,000 in FY2006 of Ogden/Layton Urbanized Area Surface Transportation Program funds. The Long Range Plan calls for 500 South to be widened all the way to Redwood Road in the next eight years to connect with the Legacy Parkway.

The Transportation Commission set aside \$500,000 of state funds for the environmental assessment for the SR-68 corridor (500 South/Redwood Road in West Bountiful/Woods Cross) from I-15 southbound ramps to Redwood Road. FHWA has determined that the environmental work needs to extend along Redwood Road to 2600 South or end at 1100 West in order to have logical termini. The request from UDOT came as a result of assessing the corridor needs and potential logical

termini. UDOT would like to complete the environmental work for the whole corridor at one time, to save hundreds of thousands of dollars. This request will have no impact on other projects or the overall program.

Mr. Wuthrich said that when this item was discussed at the Technical Committee it passed with some dissenting votes. Trans Com reviewed the concerns and recommendations from the Ogden/Layton Area Transportation Technical Committee on October 14 and recommended that the project receive the requested funding to supplement the state funds for the environmental document.

Mayor Nordfelt said that, in light of the Trans Com recommendation, he would move approval of the request for the use of the \$200,000 of the STP funds for the 500 South; I-15 to 2600 South environmental document. Mayor Seghini seconded the motion and it was adopted unanimously.

### **Presentation by UDOT**

John Njord, Director of the Utah Department of Transportation, pointed to three road system maps to show congestion in 1995, compared with 2005, and projected for 2015. He then spoke about plans and strategies improving the traffic situation. He said that even with improvements, 10 minutes could be added to the trip from Salt Lake City to Sandy over the next six years. By 2015, the increase in trip time will be 20 minutes. Mr. Njord said it was sobering to think that the additional congestion illustrated in the maps takes into account UDOT's projected building plans. UDOT is working hard to make the current system operate at maximum efficiency by better coordination of traffic signals, new incident management procedures, the intelligent systems (electric signs), incident management program, promoting travel demand strategies such as telecommuting, car pooling/park and ride facilities, and strong support of public transit. However, all of these other programs, even operating at their optimum can not solve the problem. He said additional capacity must be constructed to preserve the quality of life. He noted that Utah is still one of the fastest growing states in the nation. This is partially a result of children wanting to stay in Utah after they reach adulthood. In order for the growing population to flourish there has to be a good economy and well paying jobs - and this depends largely on having a good infrastructure.

Mr. Njord said the part of the infrastructure UDOT is most concerned with is obviously the road system. There are serious concerns about preserving the existing system and this extends to pavements and bridges. Mr. Njord said there are 1500 bridges on the State system. These bridges are having to last far beyond their design life. He noted that 500 were built in the 1950's and should be replaced now. The I-15 reconstruction project through Salt Lake County provided a means to replace many bridges in a relatively short time, but the underlying state program only allows for about 15 per year to be replaced. He assured WFRC members that every effort would be made to take care of presently unsafe bridges, but UDOT cannot replace them, according to design life criteria, with current resources. With regard to pavement, Mr. Njord said he is often asked why UDOT will use its resources to maintain some roads that are not nearly as deteriorated as other state roads. He said this policy is followed because it is much less costly to keep decent roads in good condition than to take care of roads in bad condition. Roads in bad condition will be renovated, but

it is much less expensive to do earlier preservation work and extend the lives of good roads. One mile of road in decent condition can be upgraded for an average of \$900,000 per year. By contrast, one mile of bad road will cost \$1,500,000.

Mr. Njord said highway safety is of paramount concern to UDOT. About 300 people per year are killed in highway accidents in Utah. Any tactic that will save lives is considered by UDOT. He briefly commented about cable barriers on I-15 and I-215 that have prevented many deadly head on collisions and the “rumble strips” placed in the median of “Route 6” (through Price on the way to Moab) to alert drivers that they are crossing over the lane. Noting that half of the fatalities occur on local roads, he asked WFRC members to join with UDOT to push safety programs. The most important thing is to encourage drivers and passengers to wear seatbelts. He said 75% of people who are killed in traffic accidents are not wearing seat belts.

Mayor Garwood commented favorably on improvements to Washington Blvd. in the Ogden area and the need to better educate the public on the proper use of the road system. Mr. Njord said Mayor Garwood was correct. UDOT personnel are excited about emerging technologies that will help people be better drivers. Commissioner Page complimented UDOT on its overlay work in Davis County during the summer months. Mr. Njord said UDOT wants to “remove the orange cones” in Davis County as soon as possible. Commissioner Burton said Weber County was pleased with UDOT’s work on traffic signals, especially in the north part of the county.

### **Public Comment**

There was no response to Commissioner Burton’s invitation for citizen input.

### **Other**

It was noted that the officers slate proposed for 2005 are Mayor Dennis Nordfelt, Chairman and Mayor David Connors, Vice-Chairman.

Commissioner Cragun commented that he had enjoyed his past four years as a member of the Regional Council and wished the group continued success. Commissioner Burton thanked Commissioner Cragun for his service, noting that he had held responsible positions and had attended 90% of the Council meetings. Commissioner Burton added that there is a considerable “learning curve” for officials appointed to the Regional Council and that a training program would be helpful!

Mr. Chappell commented that recognition plaques were being prepared for Commissioner Burton, Commissioner Cragun and Mayor Dolan (who is leaving his position as Vice-Chair of the Council). Mr. Chappell further commented on the good qualities of these three individuals and the large contributions they have made to the WFRC planning process.

Mr. Chappell said he hoped Council members had noticed the flag pole and rock monument with a brass plate near the front door of the WFRC offices. The pole and monument were purchased and installed by the staff to memorialize two of their deceased colleagues, Lane Nielsen and Dennis Coombs, who passed away while working for the Regional Council. In response to a question from

Commissioner Page, Doug Hattery said the spouses of the deceased are aware of these actions and will be invited to participate in a staff luncheon to be held in January.

Mr. Chappell said he would take the time normally set aside for the Executive Director's Report at this point in the meeting to discuss his perceptions of how priorities are established for the use of transportation funds. The first of these major methods is based on **"politics."** The Centennial Highway Fund is an example of this sort of methodology, as are "earmarked" by Congress and line item appropriations for specific projects. The second method is based on **"needs."** The WFRC tries to follow this methodology in its planning process, which is based on projecting needs into the future and determining what is needed to rectify identified needs. The third method is **"formula based"**. Through this method each state in the United States receives a certain amount of the federal transportation funds. State B&C funds are also divided according to formula. Mr. Chappell said that, in reality, the distribution of transportation funds are subject to the combined use of all three formulas to a certain degree. Individual communities have to be aware of their environment and plan to work within it.

Mayor Godfrey replied that his city of Ogden and some of the other communities in Weber County are concerned about what has happened with the State CHF funds. He said Weber and Utah counties are well below Davis and Salt Lake counties in the measured use of these funds. Each year Weber County's vital transportation projects get pushed back on the priorities lists. Mayor Godfrey said there ought to be a formula in place (perhaps based on the "95% rule" that a certain amount of the funds collected within a county need to be utilized in that county). Weber County is not, at present, getting its money back. Mayor Godfrey said his purpose in bringing this up at recent meetings is to start a dialogue on the subject. He said the counties ought to be able to make a decision on the level of services they wish to provide and be given access to the resources to implement their decision. This dialogue needs to involve legislators as well as local elected officials because changes in statutes may be needed to modify the system.

There being no further business, the meeting was adjourned at 4:50 p.m.